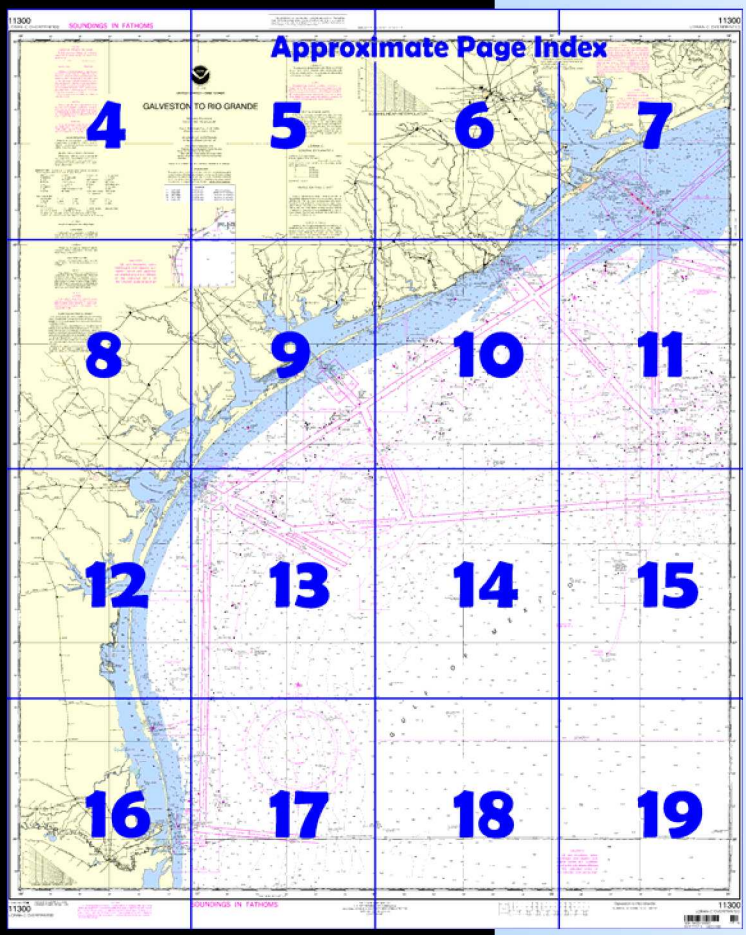
BookletChart™

Galveston to Rio Grande

(NOAA Chart 11300)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

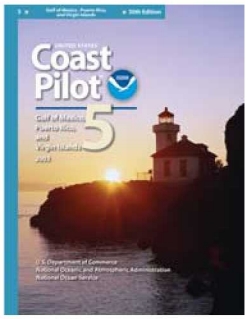
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 10 & 11 excerpts]

(175) **Galveston Bay** is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. About midway of its length it is nearly divided into parts by **Red Fish Bar,** a chain of small islets and shoals, through which the Houston Ship Channel has been dredged. North of Red Fish Bar the bay is known as the Upper Bay and S as the Lower Bay. The NE end of the upper bay is Trinity Bay.

(177) **Galveston Entrance,** the approach to Galveston Bay, lies between two converging stone-rubble jetties about 4 miles long and 1.3 miles apart at the outer ends.

(178) **Bolivar Roads** is the large deepwater area between the jetties extending W between Bolivar Peninsula on the N and Pelican Island and Galveston Island on the S. On the S and W it connects with the ship channels to Galveston, Texas City, and Houston. The Intracoastal Waterway crosses its NW side.

(179) **Galveston** occupies the entire width of the E end of **Galveston Island.** The wharves are built along Galveston Channel on the N side of the city, and the S side fronts upon the Gulf from which the city is protected by a concrete seawall 17 feet high.

(275) **East Bay** is a large and shallow bay extending E about 16 miles from the S end of Galveston Bay and lying N of Bolivar Peninsula. The depths in the bay range from 2 to 7 feet.

(306) **Bayport** is a deepwater port and industrial complex operated by the Port of Houston Authority.

(321) **Houston Ship Channel** extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles.

(387) **Houston,** the largest city in Texas, is at the head of Houston Ship Channel 22 miles above Galveston Bay and 44 miles from Galveston Entrance to the Gulf. The city is the principal distribution point for Texas and one of the main distribution points for the W and SW United States.

(3) From San Luis Pass to the entrance to Matagorda Bay at Pass Cavallo, the coast trends for 80 miles in a general SW by W direction. From Pass Cavallo it curves gently SW for 100 miles to latitude 27°N., where the trend is S; thence it curves gently a little E of S for 58 miles to the mouth of the Rio Grande. Throughout its whole distance the coast encloses a chain of shallow bays or lagoons, some of considerable size. These are separated from the Gulf by long, narrow islands and peninsulas which are generally low and sandy, with few natural distinguishing marks. Some of the bays and lagoons may be entered from the Gulf through dredged passes protected by jetties, and others through small passes partly obscured by bars with little depth on them.

(16) **Freeport Harbor,** lying 40 miles SW of Galveston entrance, is the harbor for the town of **Freeport.** The area is known locally as Brazosport. The principal industry is the Dow Chemical Corporation which operates two large plants.

(104) **Port Lavaca** is a city on the W shore of Lavaca Bay in a fishing, farming, and industrial area.

(128) **St. Charles Bay** is the site of considerable hunting and sport fishing, but commercial fishing is prohibited.

(131) **Copano Bay,** a NW extension of Aransas Bay, is used principally as a center for hunting and sport fishing.

(136) **Aransas River,** emptying into the NW end of Copano Bay, is shallow and navigable only for small craft of 1 foot or less.

(248) **Port Aransas** is a small commercial fishing and resort town on the N end of **Mustang Island** at the inner end of Aransas Pass.

(260) **Corpus Christi Bay** is a large body of water, roughly elliptical in shape, lying to the W of Mustang Island and connected with Aransas Pass by the Corpus Christi Channel.

(269) **Nueces Bay** has depths of only 1 to 2 feet, and is of little importance; it is a tributary of Corpus Christi Bay, partially separated from it by sandspits. **Indian Point** and **Rincon Point,** the NE and SW entrance points, respectively, to Nueces Bay, are connected by U.S. Route 181 highway causeway.

(271) **Corpus Christi Harbor,** on the N side of Corpus Christi, consists of inland basins connected by an industrial canal. The basins and connecting canal are landlocked and well protected.

(272) **Corpus Christi,** on the W side of Corpus Christi Bay and 18 miles from Aransas Pass, is the most important city commercially on the Texas coast SW of Galveston.

(281) **Laguna Madre** is a shallow body of water extending S from Corpus Christi Bay for a distance of 100 miles. Depths range from zero to 9 feet with reefs and mudflats throughout. The Intracoastal Waterway traverses Laguna Madre from Corpus Christi Bay to Port Isabel, Tex.

Padre Island, a low, barren, storm-swept strip of sand beach, separates Laguna Madre from the Gulf. Most of the Island is part of the **Padre Island National Seashore** and subject to the rules and regulations of the U.S. Department of Interior's National Park Service.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Mar. 22/08
Corrected through LNM Mar. 11/08

NOTE C

GALVESTON TRAFFIC SEPARATION SCHEME

A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE D

CAUTION

Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See annual NM 1 (39).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.

NOTE B

These are parallel shipping safety fairways and not a traffic separation scheme. However, in the interest of vessel traffic safety use of the northeast lane for inbound (298° true) traffic and the southwest lane for outbound (118° true) traffic is recommended.

Mercator Projection
Scale 1:460,732 at Lat 28°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

(For offshore navigation only)
Floating Aids to Navigation inside the sea buoys are not shown on this chart.
See 1:80,000 scale series and large scale harbor charts for aids marking maintained channels.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate advance vessel traffic management within the VTS area.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX.

Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

11300
LORAN-C OVERPRINTED

SOUNDINGS IN FATHOMS

98° 50' 40' 30' 20' 10' 97° 50'

30° 50' 40' 30' 20' 10' 29°

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

These are parallel shipping safety fairways and not a traffic separation scheme. However, in the interest of vessel traffic safety use of the northeast lane for inbound (298° true) traffic and the southwest lane for outbound (118° true) traffic is recommended.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized Obstn obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional

Joins page 8

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

GALVESTON TO RIO GR

Mercator Projection
Scale 1:460,732 at Lat 28°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

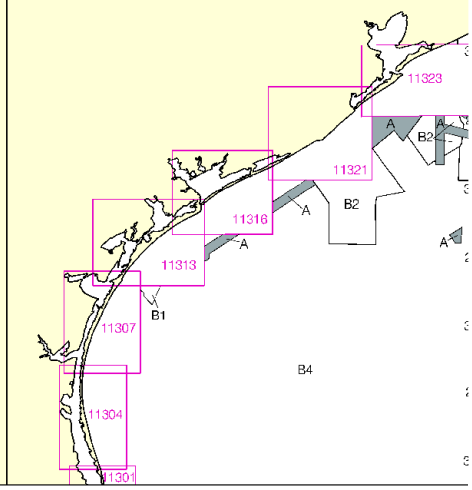
(For offshore navigation only)
Floating Aids to Navigation inside the sea buoys are not shown on this chart.
See 1:80,000 scale series and large scale harbor charts for aids marking maintained channels.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2005	NOS Surveys	full bottom coverage
B1	1990-2005	NOS Surveys	partial bottom coverag
B2	1970-1989	NOS Surveys	partial bottom coverag
B3	1940-1969	NOS Surveys	partial bottom coverag
B4	1900-1939	NOS Surveys	partial bottom coverag



North

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

40' 30' 20' 10' 96° 50' 40'

RANDE

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COPYRIGHT

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

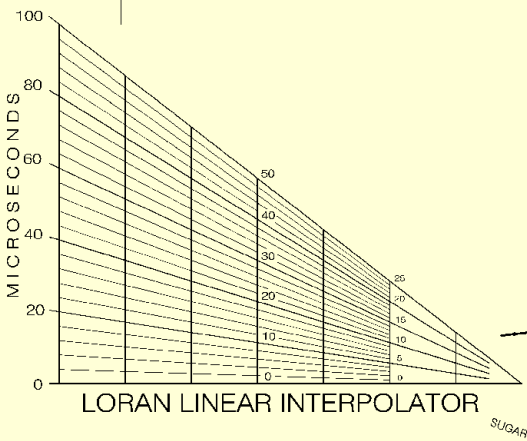
EXAMPLE: 7980 X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



Joins page 6

Joins page 9

een designed to promote safe navigation. The National
sers to submit corrections, additions, or comments for
Chief, Marine Chart Division (N/CS2), National Ocean
g, Maryland 20910-3262.

Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

20' 10' 96° 50' 40' 30' 20'

POLLUTION REPORTS

port all spills of oil and hazardous substances to the
l Response Center via 1-800-424-8802 (toll free), or
earest U.S. Coast Guard facility if telephone com-
tion is impossible (33 CFR 153).

COPYRIGHT

copyright is claimed by the United States Government
Title 17 U.S.C. However, other nations may claim
ual property rights on the compilation of data depicting
gn waters shown on this chart.

NOTE A

igation regulations are published in Chapter 2, U.S.
llot 5. Additions or revisions to Chapter 2 are pub-
the Notice to Mariners. Information concerning the
ns may be obtained at the Office of the Commander,
st Guard District in New Orleans, LA, or at the Office
istrict Engineer, Corps of Engineers in Galveston, TX.
er to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

AA and its partner, OceanGrafix, offer this chart
d weekly by NOAA for Notices to Mariners and
corrections. Charts are printed when ordered
rint-on-Demand technology. New Editions are
le 5-8 weeks before their release as traditional
harts. Ask your chart agent about Print-on-Demand
or contact NOAA at 1-800-584-4683,
lauticalCharts.gov, help@NauticalCharts.gov, or
Grafix at 1-877-56CHART, http://OceanGrafix.com,
@OceanGrafix.com.

Joins page 5

LORAN-C

ENERAL EXPLANATION

N FREQUENCY.....100kHz
ETITION INTERVAL
.....79,800 Microseconds
E DESIGNATORS: (Not individual station
ators).
..... Master
..... Secondary
..... Secondary
..... Secondary
..... Secondary

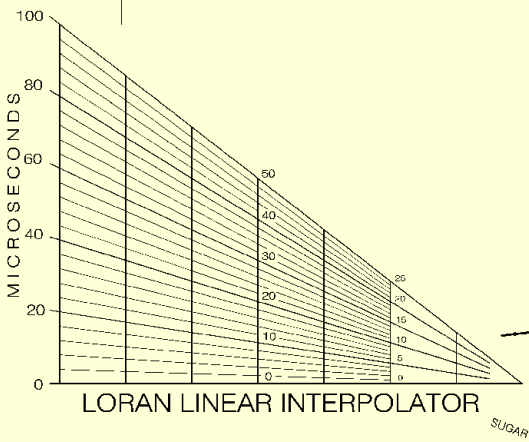
LE: 7980 X

RATES ON THIS CHART

an-C correction tables published by the National
tial-Intelligence Agency or others should not be used
chart. The lines of position shown have been adjusted
on theoretically determined overland signal propa-
delays. They have not been verified by comparison
vey data. Every effort has been made to meet the
cal mile accuracy criteria established by the U.S.
uard. Mariners are cautioned not to rely solely on
ces in inshore waters.

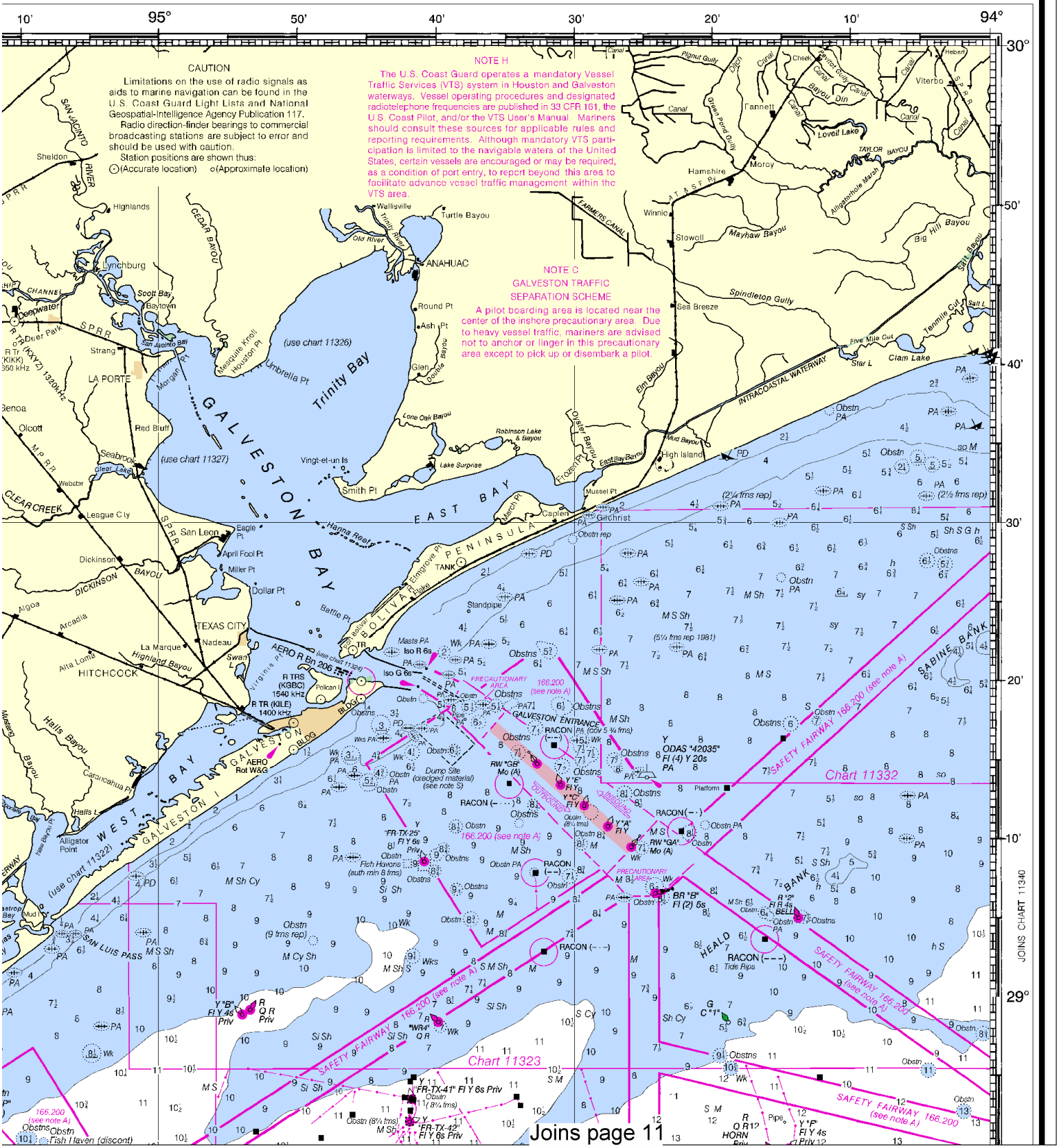
HORIZONTAL DATUM

horizontal reference datum of this chart is North
an Datum of 1983 (NAD 83), which for charting
es is considered equivalent to the World Geodetic
of 1984 (WGS 84). Geographic positions referred
North American Datum of 1927 do not require
sion to NAD 83 for plotting on this chart.



Joins page 10

North



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE D
CAUTION

Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See annual NM 1 (39).

HURRICANES AND TROPICAL STORMS

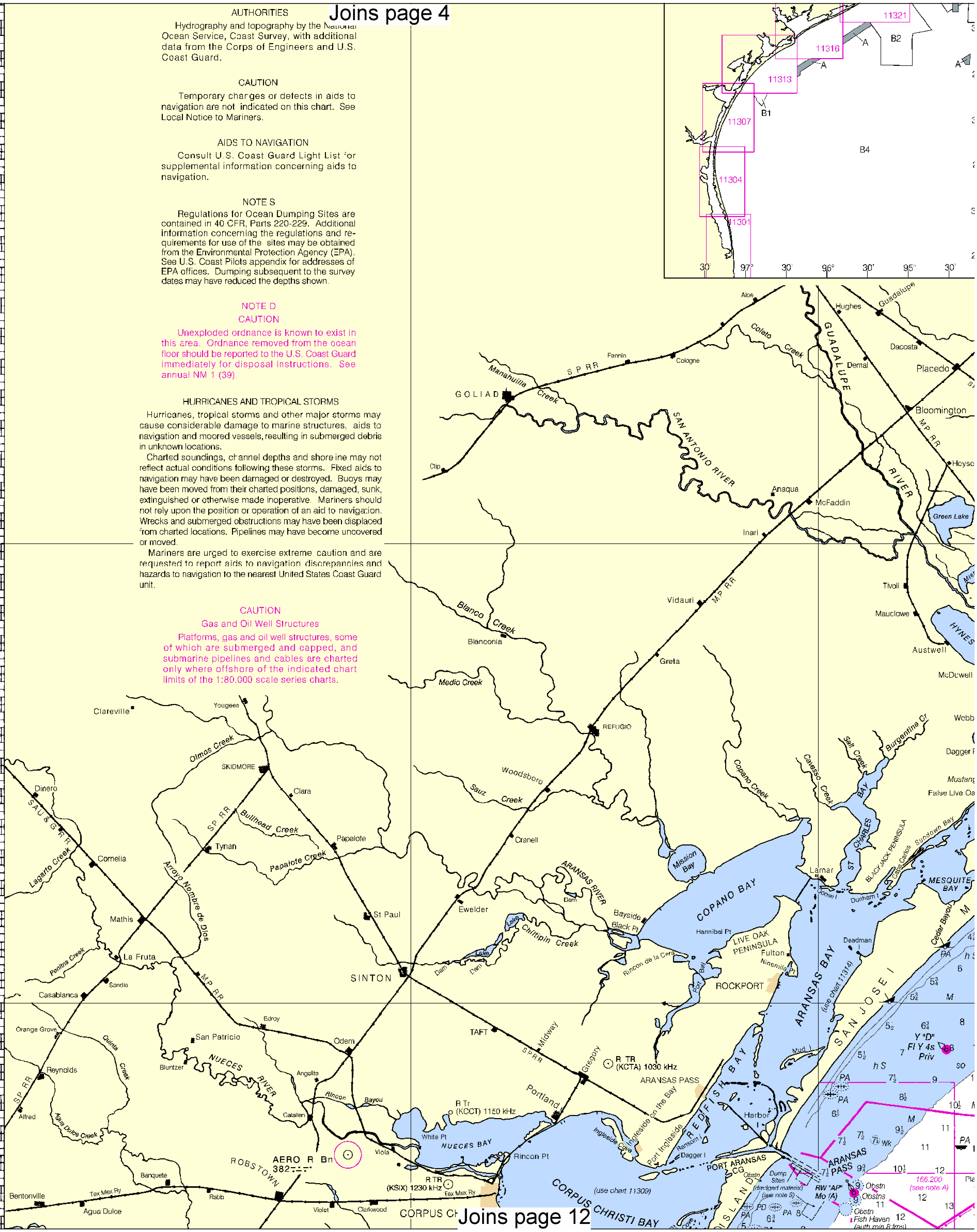
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

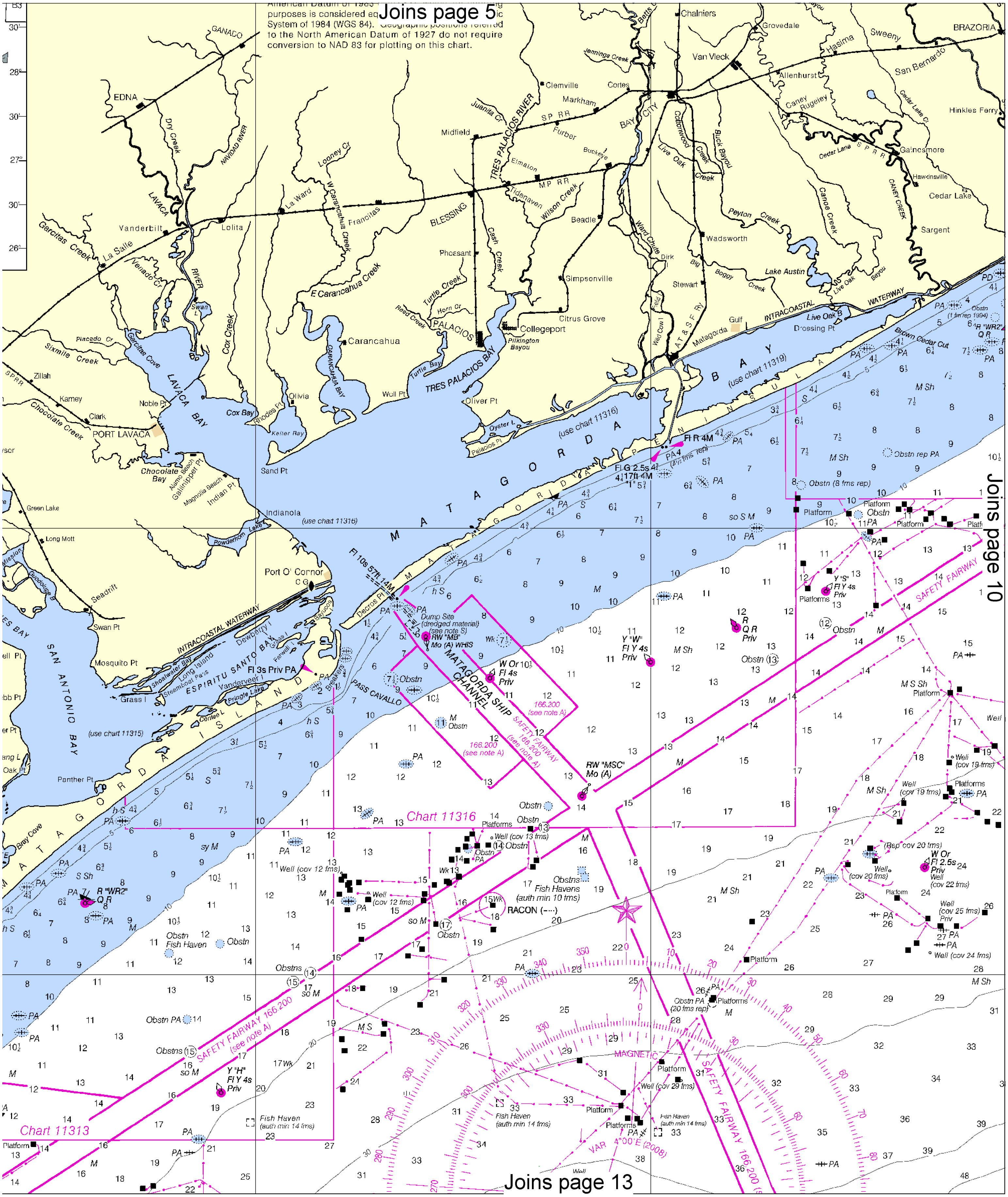
CAUTION
Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.


11321
11316
11313
11307
11304
11301
B1
B2
B4
29°
50'
40'
30'
20'
10'
28°
GOLIAD
Manahuilla Creek
Fannin
Cologne
Colato Creek
Aloe
Hughes
Guadalupe
GUADALUPE RIVER
Dacosta
Dernal
Placedo
Bloomington
SAN ANTONIO RIVER
Anaqua
McFaddin
Inari
Green Lake
Tivoli
Vidauri
Mauclowe
Austwell
McDowell
Blanco Creek
Blanconia
Greta
Medio Creek
REFUGIO
Clareville
Yougeen
Olmos Creek
SKIDMORE
Clara
Woodsboro
Sauz Creek
Copano Creek
Dinero
Bullhead Creek
Papalote
Papalote Creek
Tynan
Cornelia
Lagarto Creek
Cranell
Mission Bay
COPANO BAY
ARANSAS RIVER
Lamar
MESQUITE BAY
St Paul
Ewelder
Bayside
Black Pt
Mathis
Chiltipin Creek
Hannibal Pt
LIVE OAK PENINSULA
Fulton
La Fruta
SINTON
ROCKPORT
ARANSAS BAY
SAN JOSE I
Casablanca
Sandia
Edroy
San Patricio
Odem
TAFT
Gregory
Orange Grove
NUECES RIVER
R TR (KCTA) 1030 kHz
ARANSAS PASS
Reynolds
Bluntzer
Angelita
Portland
REDFISH BAY
Alfred
Calallen
R Tr (KCCT) 1150 kHz
Harbor I
NUECES BAY
White Pt
Rincon Pt
Ingleside
ARANSAS PASS
AERO R Bn 382
ROBSTOWN
Banquete
PORT ARANSAS
Bentonville
Agua Dulce
Rabb
Violet
Clarkwood
R TR (KSIX) 1230 kHz
CORPUS CHRISTI BAY
(use chart 11309)
CORPUS CH

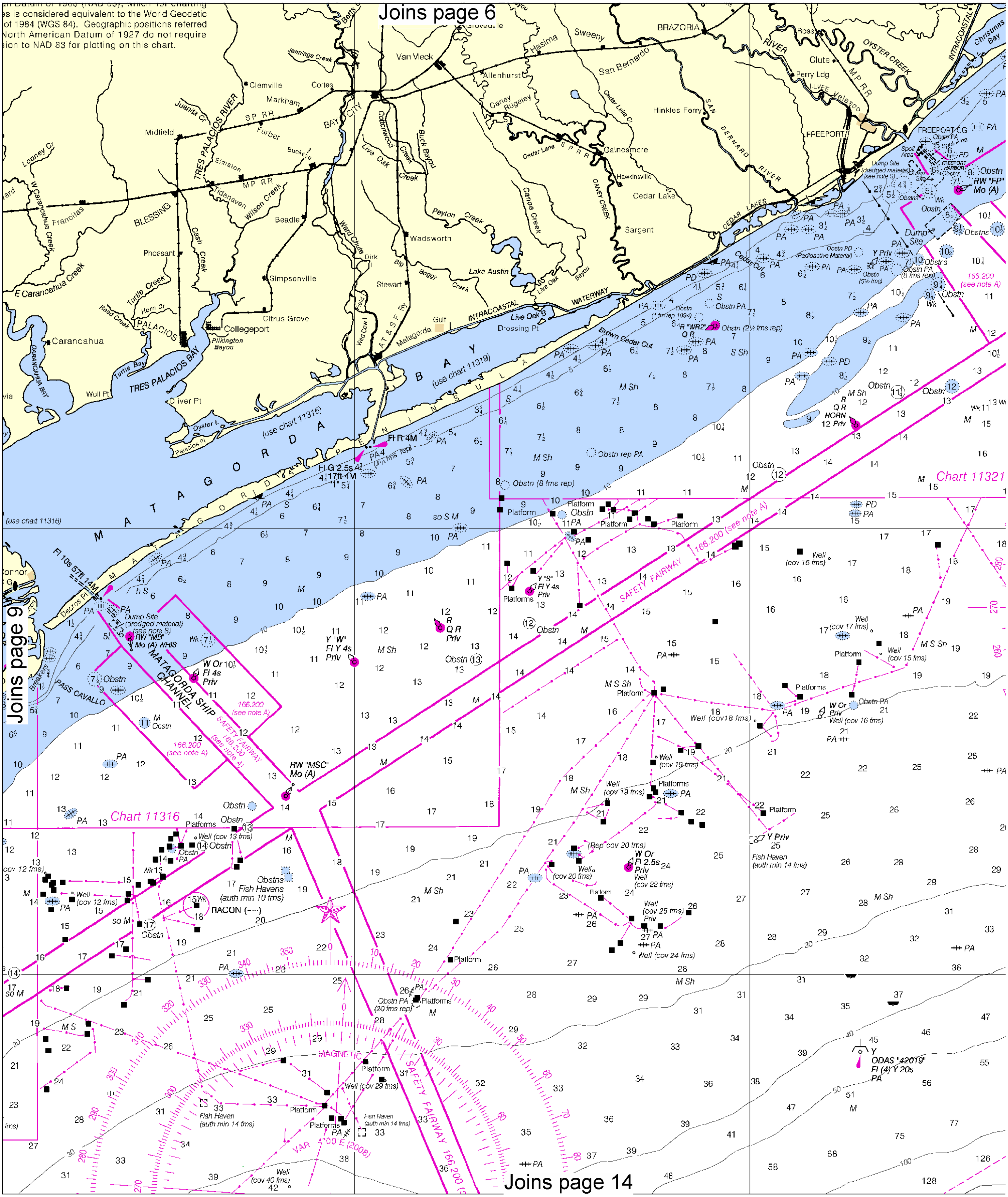
Joins page 12

North



Joins page 5
Joins page 10
Joins page 13
purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.
MATAGORDA BAY
(use chart 11319)
(use chart 11316)
(use chart 11315)
MATAGORDA PENINSULA
MATAGORDA ISLAND
LAVACA BAY
SAN ANTONIO BAY
ESPIRITU SANTO BAY
TRES PALACIOS BAY
CARANCAHUA BAY
INTRACOASTAL WATERWAY
MATAGORDA SHIP CHANNEL
PASS CAVALLO
SAFETY FAIRWAY 166.200 (see note A)
Dump Site (dredged material) (see note S)
RW "MB" Mo (A) WHIS
RW "MSC" Mo (A)
RACON (-···)
Chart 11316
Chart 11313
MAGNETIC
VAR 4°00'E (2008)
Fish Haven (auth min 10 fms)
Fish Haven (auth min 14 fms)
PORT LAVACA
EDNA
GANADO
BAY CITY
PALACIOS
Collegeport
Port O' Connor
Indianola
Carancahua
Olivia
Blessing
Midfield
Van Vleck
Sweeny
Brazoria
Matagorda
Sargent
Cedar Lane
Gainesmore
Wadsworth
Simpsonville
Citrus Grove
Lake Austin
Chalmiers
Grovedale
Hasima
San Bernardo
Allenhurst
Caney
Rugeley
Hinkles Ferry
Clemville
Cortes
Markham
Furber
Buckeye
Elmaton
Tidehaven
Beadle
Pheasant
Lolita
Vanderbilt
La Salle
La Ward
Francitas
Clark
Kamey
Zillah
Noble Pt
Seadrift
Swan Pt
Mosquito Pt
Sand Pt
Oliver Pt
Decros Pt
Panther Pt
Green Lake
Long Mott
Powderhorn Lake

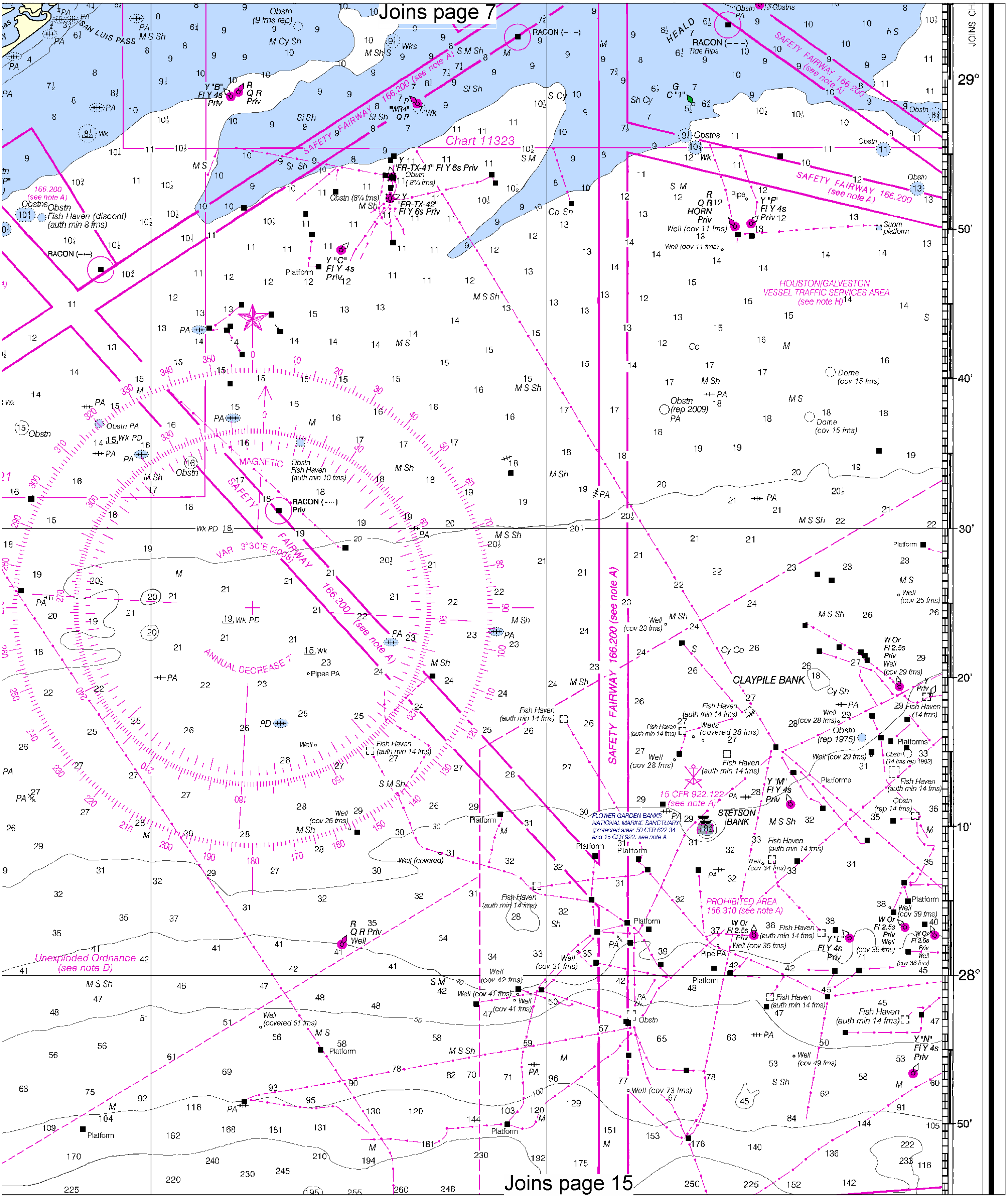
Joins page 6

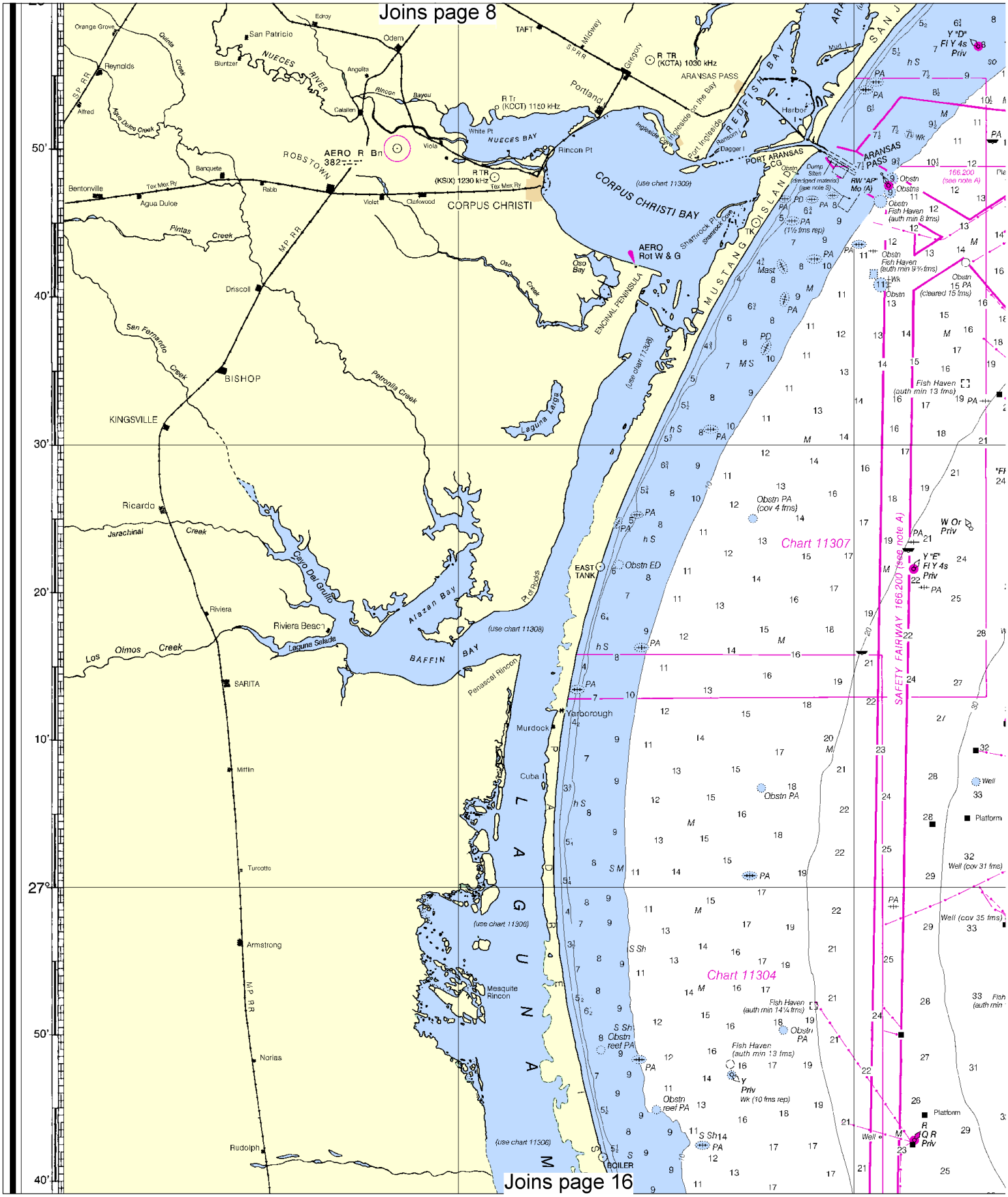


Joins page 9

Joins page 14

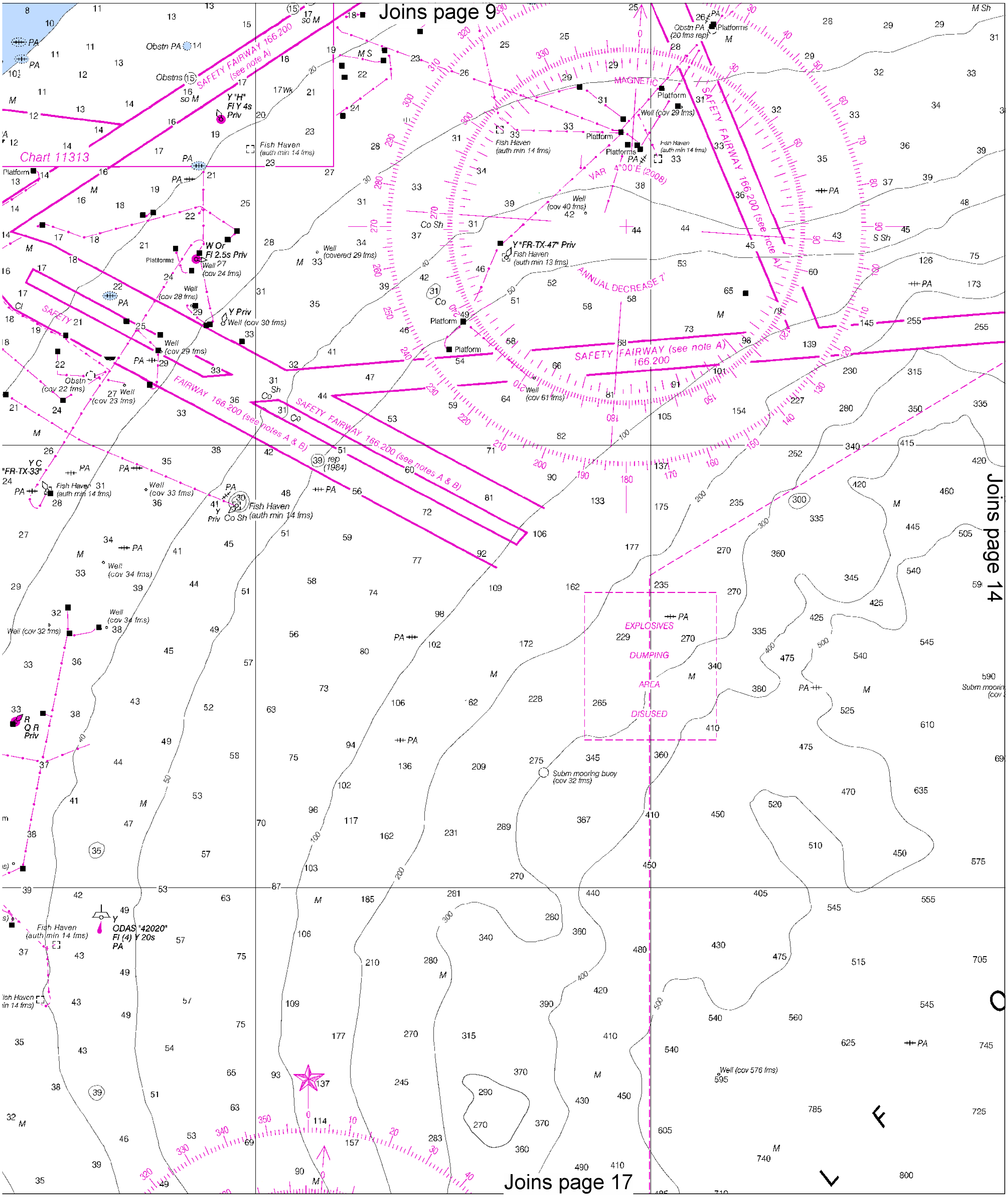
North

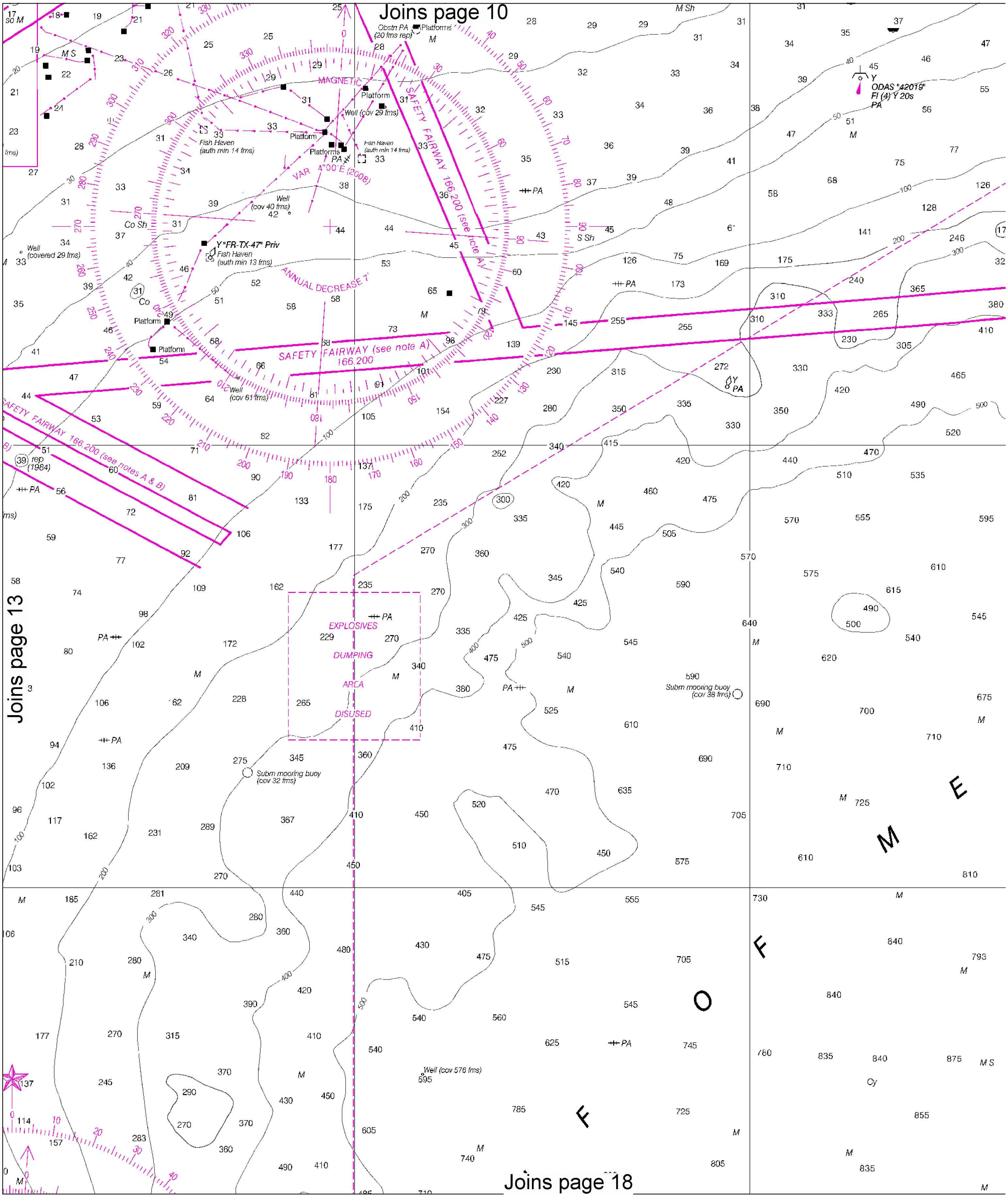

Joins page 7
SAN LUIS PASS
HEALD
RACON (– – –)
Tide Rips
Chart 11323
SAFETY FAIRWAY 166.200 (see note A)
"FR-TX-41" Fl Y 6s Priv
"FR-TX-42" Fl Y 6s Priv
Fish Haven (discont) (auth min 8 fms)
HORN
HOUSTON/GALVESTON VESSEL TRAFFIC SERVICES AREA (see note H)
MAGNETIC
VAR 3°30'E (2008)
ANNUAL DECREASE 7'
CLAYPILE BANK
STETSON BANK
15 CFR 922.122 (see note A)
FLOWER GARDEN BANKS NATIONAL MARINE SANCTUARY (protected area: 50 CFR 622.34 and 15 CFR 922: see note A)
PROHIBITED AREA 156.310 (see note A)
Unexploded Ordnance (see note D)
Fish Haven (auth min 14 fms)
Platform
Well
29°
50'
40'
30'
20'
10'
28°
50'
Joins page 15


Joins page 8
Joins page 16
Chart 11307
Chart 11304
CORPUS CHRISTI
CORPUS CHRISTI BAY
ARANSAS PASS
PORT ARANSAS
MUSTANG ISLAND
ENCINAL PENISULA
BISHOP
KINGSVILLE
Riviera
Riviera Beach
SARITA
Mifflin
Turcotte
Armstrong
Norias
Rudolph
Ricardo
Driscoll
Bentonville
Agua Dulce
Banquete
Rabb
Violet
Clarkwood
Reynolds
Orange Grove
San Patricio
Bluntzer
Odem
Edroy
Angelita
Calallen
Viola
Portland
TAFT
Gregory
Rincon Pt
White Pt
Harbor
Dagger I
Ingleside
Ingleside Cove
Port Ingleside
Redfish Bay
Shamrock Pt
Shamrock Cove
Oso Bay
Laguna Larga
Laguna Salada
Cayo Del Grullo
Alazan Bay
Penascal Rincon
Petronila Creek
Pintas Creek
San Fernando Creek
Jarachinal Creek
Los Olmos Creek
Agua Dulce Creek
Quinta Creek
Nueces River
Nueces Bay
Baffin Bay
Laguna Madre
Cuba I
Murdock
Yarborough
EAST TANK
BOILER
Mesquite Rincon
AERO R Bn
AERO Rot W & G
R TR (KCTA) 1030 kHz
R Tr (KCCT) 1150 kHz
R TR (KSIX) 1230 kHz
(use chart 11309)
(use chart 11308)
(use chart 11306)
SAFETY FAIRWAY 166.200 (see note A)
Obstn PA (cov 4 ffms)
Obstn ED
Fish Haven (auth min 13 ffms)
Fish Haven (auth min 14¼ ffms)
Obstn reef PA
Obstn PA
Platform
Well
Well (cov 31 ffms)
Well (cov 35 ffms)
Y "D" Fl Y 4s Priv
Y "E" Fl Y 4s Priv
W Or Priv
Y Priv Wk (10 ffms rep)
Q R Priv
166.200 (see note A)
Fish Haven (auth min 8 ffms)
Fish Haven (auth min 9½ ffms)
15 PA (cleared 15 ffms)
Dump Sites (dredged material) (see note S)
RW "AP" Mo (A)
50'
40'
30'
20'
10'
27°
50'
40'

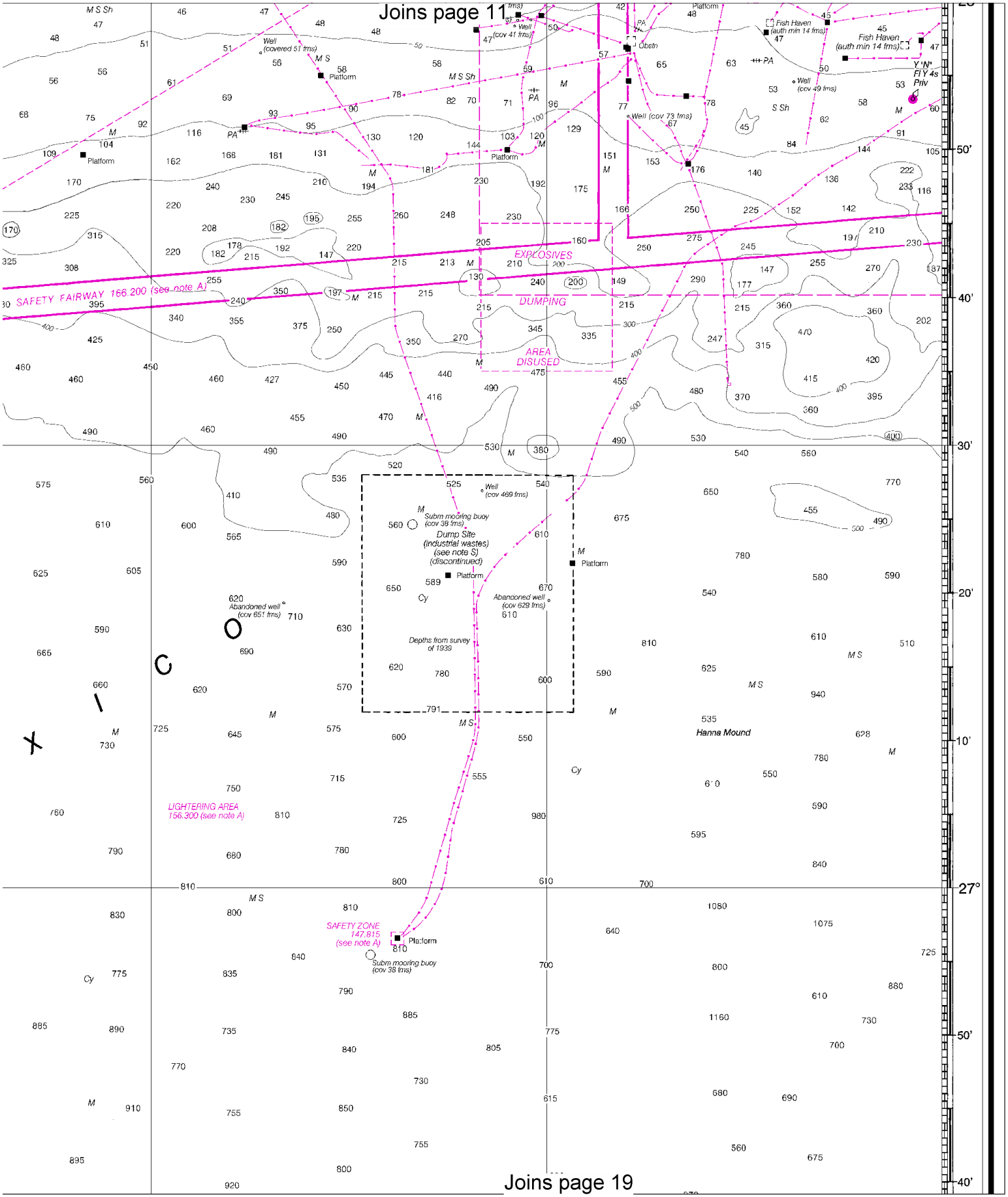
12

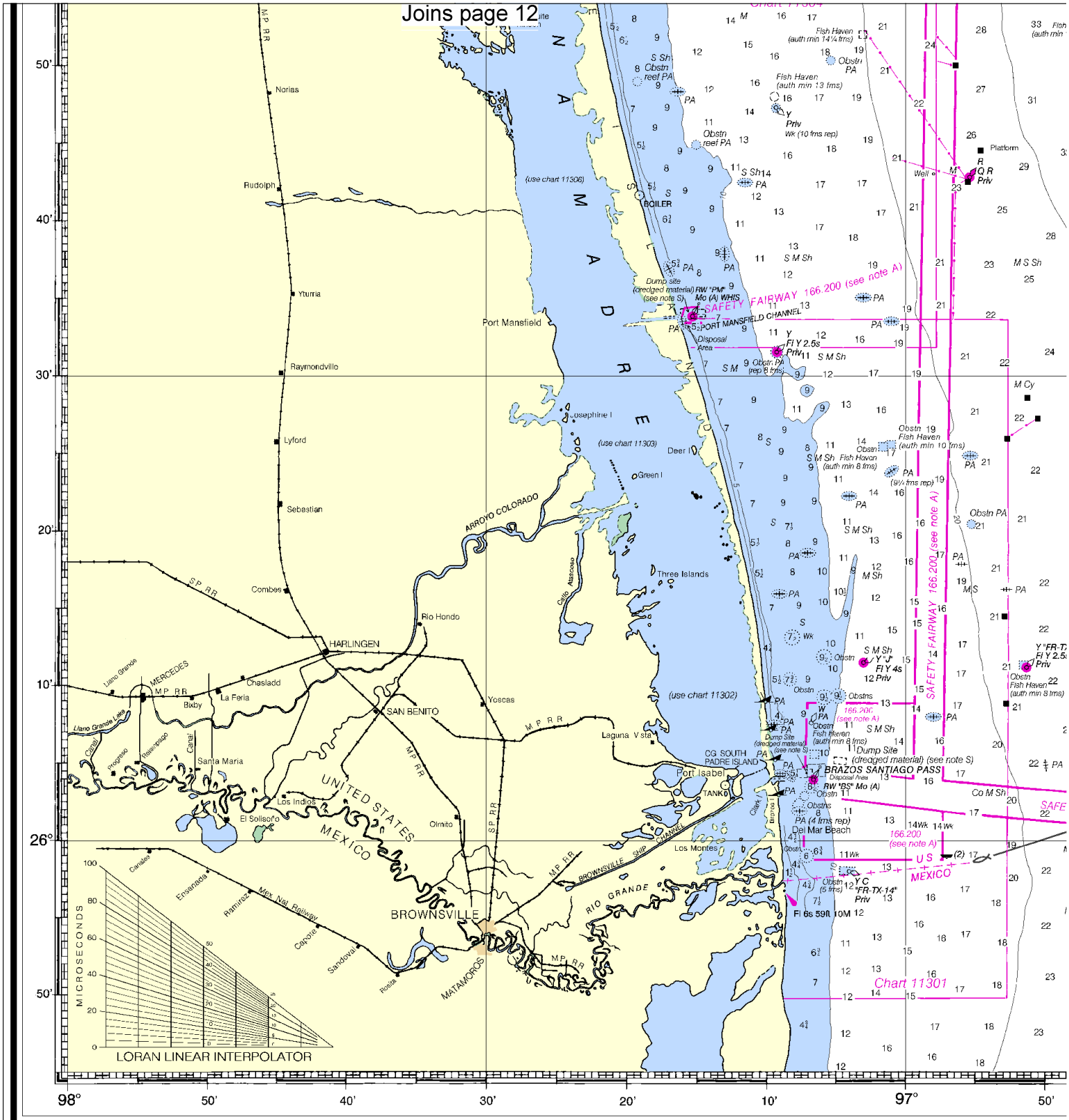
North


Joins page 9
Joins page 14
Joins page 17
Chart 11313
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY (see note A) 166.200
FAIRWAY 166.200 (see notes A & B)
SAFETY FAIRWAY 166.200 (see notes A & B)
MAGNETIC
VAR 4°00'E (2008)
ANNUAL DECREASE 7'
EXPLOSIVES
DUMPING
AREA
DISUSED
Y "H"
Fl Y 4s
Priv
W Or
Fl 2.5s Priv
Y "FR-TX-47" Priv
Y C
"FR-TX-33"
Y
ODAS "42020"
Fl (4) Y 20s
PA
R
Q R
Priv
Fish Haven
(auth min 14 fms)
Subm mooring buoy
(cov 32 fms)
Well (cov 576 fms)
Platform
Platforms
Obstn PA
Obstns


Joins page 10
Joins page 13
Joins page 18
MAGNETIC
VAR 4°00'E (2008)
ANNUAL DECREASE 7'
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY (see note A) 166.200
SAFETY FAIRWAY 166.200 (see notes A & B)
Obstn PA (20 fms rep)
Platforms
Platform
Well (cov 29 fms)
Fish Haven (auth min 14 fms)
Well (cov 40 fms)
Y "FR-TX-47" Priv
Fish Haven (auth min 13 fms)
Well (covered 29 fms)
Well (cov 61 fms)
Y ODAS "42019" Fl (4) Y 20s PA
EXPLOSIVES DUMPING AREA DISUSED
Subm mooring buoy (cov 38 fms)
Subm mooring buoy (cov 32 fms)
Well (cov 576 fms)
G U L F O F M E X I C O

North


Joins page 11
SAFETY FAIRWAY 166.200 (see note A)
EXPLOSIVES
DUMPING
AREA DISUSED
Dump Site (industrial wastes) (see note S) (discontinued)
Subm mooring buoy (cov 38 fms)
Platform
Well (cov 469 fms)
Abandoned well (cov 651 fms)
Abandoned well (cov 629 fms)
Depths from survey of 1939
Hanna Mound
LIGHTERING AREA 156.300 (see note A)
SAFETY ZONE 147.815 (see note A)
Fish Haven (auth min 14 fms)
Well (cov 73 fms)
Well (cov 49 fms)
Obstn
Joins page 19
50'
40'
30'
20'
10'
27°



42nd Ed., Mar./08 ■
Corrected through NM Mar. 22/08
Corrected through LNM Mar. 11/08

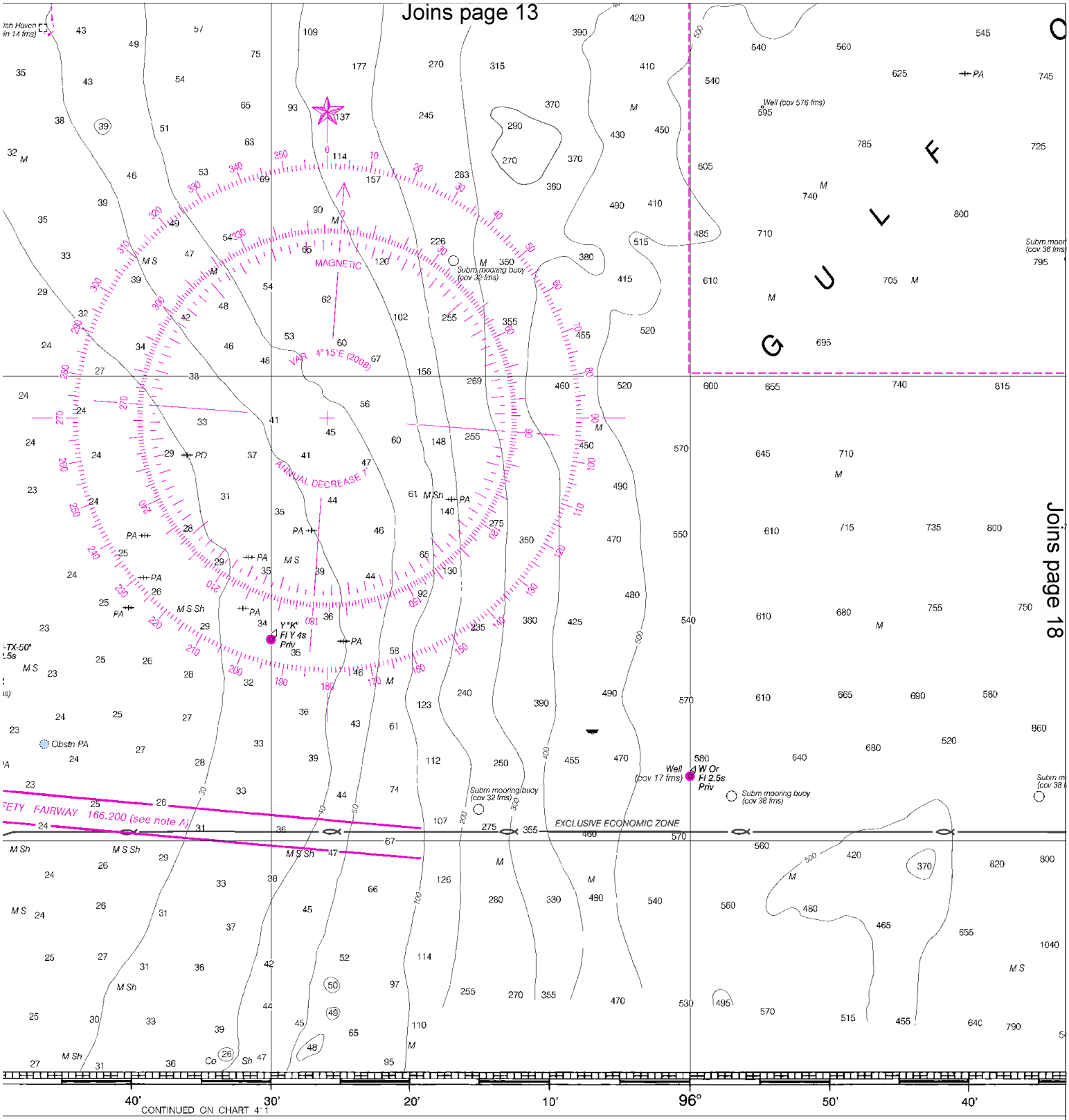
11300

LORAN-C OVERPRINTED

CAUTION

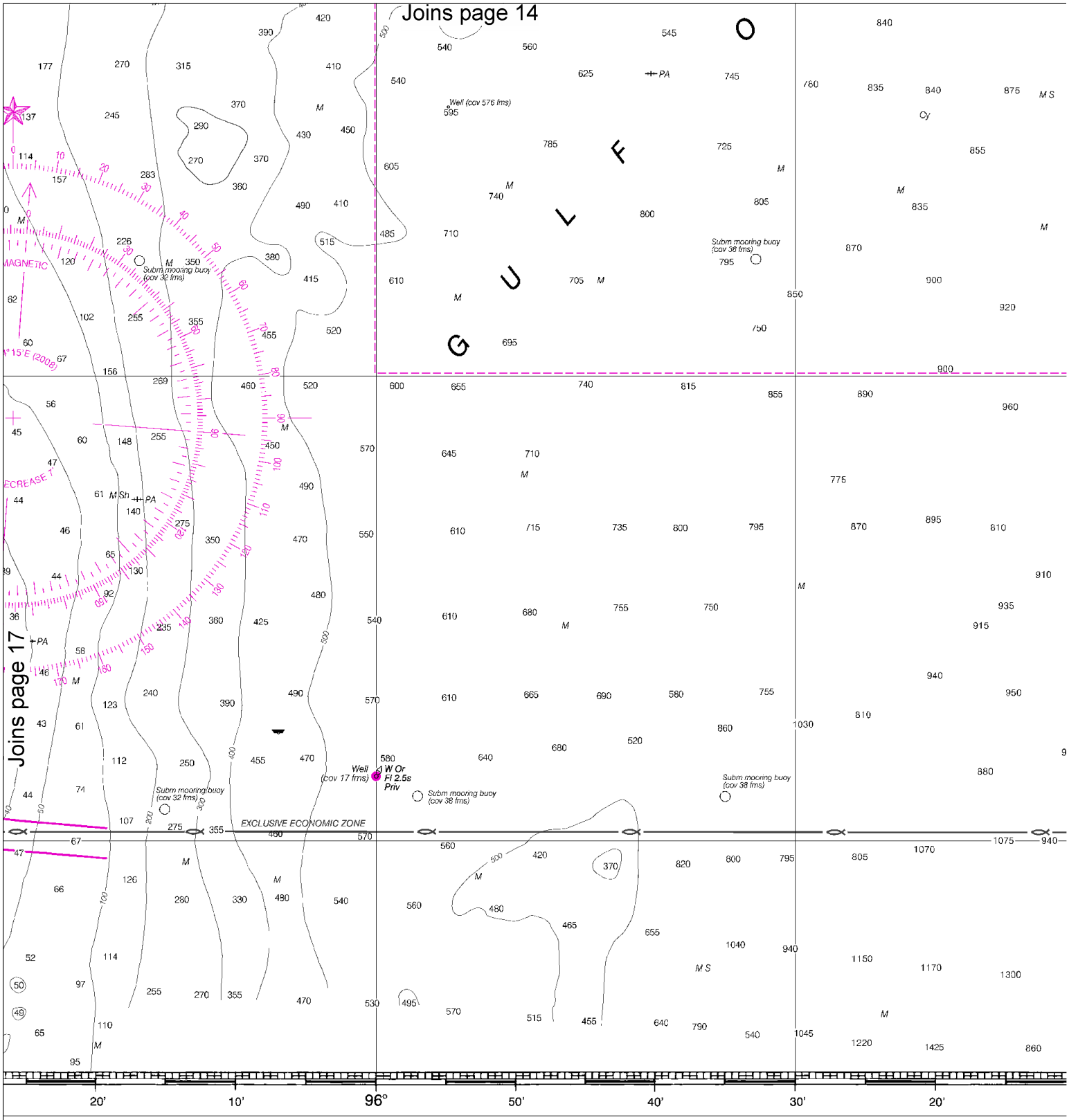
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

North



SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

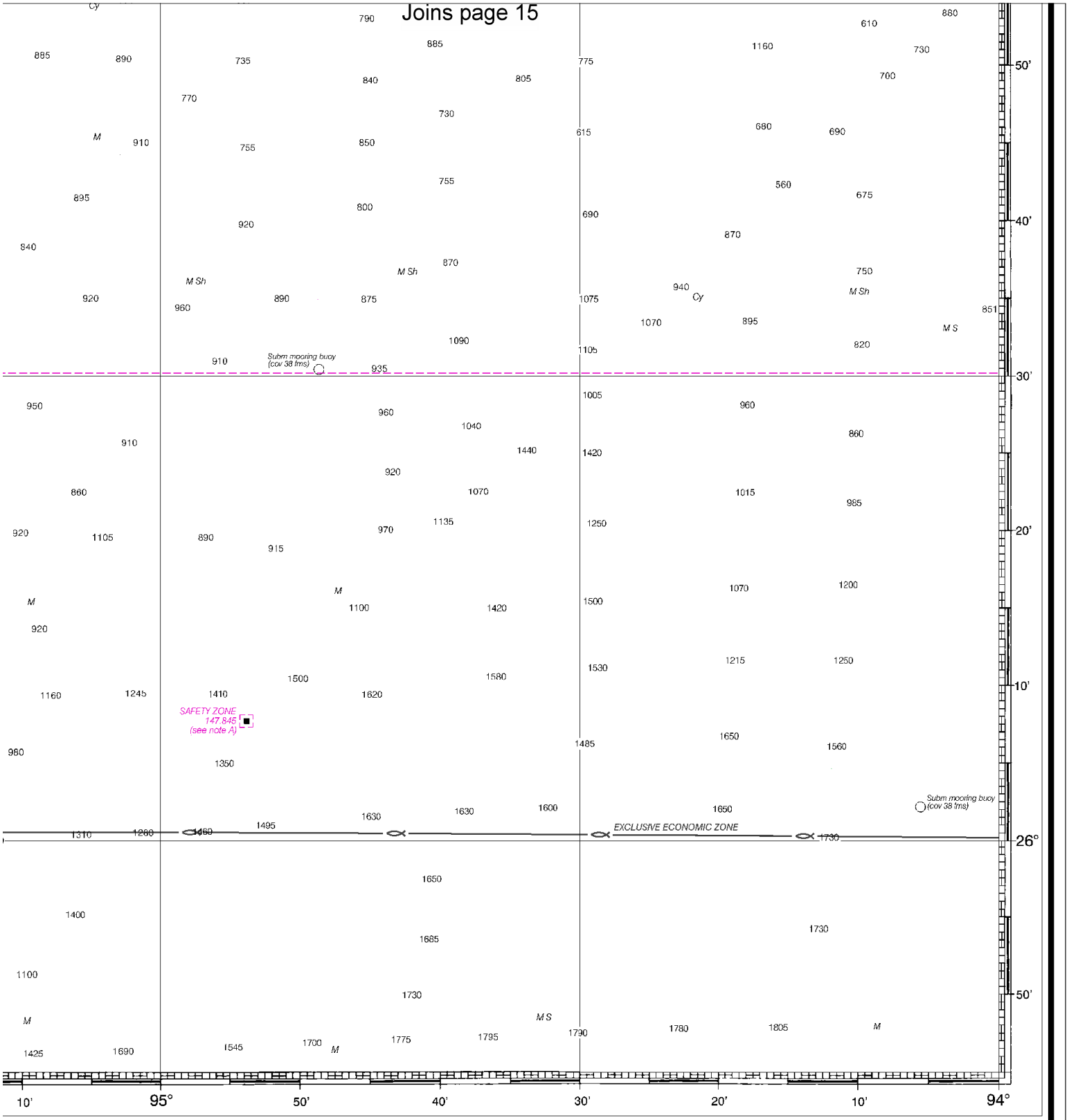


FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2
FEET	6 12
METERS	1 2 3 4

North



Galveston to Rio Grande

SOUNDINGS IN FATHOMS - SCALE 1:460,732

11300

LORAN-C OVERPRINTED

NSN 7642014010097

NGA REFERENCE NO. 11ACO11300

ED. NO. 42

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston – 409-766-5620
Coast Guard Group Corpus Christi – 361-939-6393
Texas Park and Wildlife – 361-289-5566
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.